

Summary Data of Three Modes of Service			
ST Express Bus	Year-to-date 2006 Actuals	Year-to-date 2007 Actuals	Year-to-date Budget
Revenue vehicle hours operated <sup>1</sup>	459,939	489,957	460,000
Revenue vehicle miles operated	9,834,938	10,042,843	9,900,000
Trips operated	364,056	374,607	375,894
Platform hours operated <sup>2</sup>	582,319	609,509	586,164
Boardings per revenue hour	21.04	21.82	22.00
Boardings per trip	26.58	28.53	26.9
Cost-per-boarding <sup>3</sup>	\$6.46	\$6.45	\$6.94
Percentage of scheduled trips operated	99.71%	99.97%	≥ 99.80% <sup>4</sup>
On-time performance <sup>5</sup>	94.20%	94.29%	≥ 90.00% <sup>4</sup>
Customer complaints <sup>6</sup>	0.02%	0.02%	< 0.05% <sup>4</sup>
Preventable accidents per revenue mile <sup>7</sup>	0.80	1.00	≤ 1.00 per 100,000 miles
Sounder Commuter Rail			
Revenue vehicle hours operated <sup>1</sup>	16,095	19,279	17,994
Revenue vehicle miles operated	618,808	737,582	702,356
Trips operated	3,116	3,571	3,479
Boardings per revenue vehicle hour	105.19	111.87	102.00
Boardings per trip	543.32	603.94	526.00
Cost-per-boarding <sup>3</sup>	\$13.92	\$11.47	\$15.20
Percentage of scheduled trips operated	97.75%	99.44%	≥ 99.50% <sup>4</sup>
On-time performance <sup>5</sup>	95.60%	98.28%	≥ 95.00% <sup>4</sup>
Customer complaints <sup>6</sup>	0.04%	0.02%	< 0.05% <sup>4</sup>
Preventable accidents per revenue mile <sup>7</sup>	0.00	0.00	≤ 1.00 per 1,000,000 miles
Tacoma Link Light Rail			
Revenue hours operated <sup>1</sup>	9,979	10,034	9,878
Revenue miles operated	96,118	97,115	95,550
Trips operated	60,394	60,473	60,283
Boardings per revenue vehicle hour	88.73	91.59	86.00
Boardings per trip	14.66	15.20	14.00
Cost-per-boarding <sup>3</sup>	\$3.22	\$3.48	\$4.20
Percentage of scheduled trips operated	99.99%	99.81%	≥ 98.50% <sup>4</sup>
On-time performance <sup>5</sup>	99.97%	99.57%	≥ 98.50% <sup>4</sup>
Customer complaints <sup>6</sup>	0.00%	0.00%	< 0.05% <sup>4</sup>
Preventable accidents per revenue mile <sup>7</sup>	0.00	0.31	≤ 1.00 per 30,000 miles <sup>9</sup>

1-Revenue hours: The total amount of time during which service is available to carry passengers. Tacoma Link reports as service hours because at this time it does not collect fares. The 2007 budget for revenue vehicle hours operated and revenue vehicle miles operated was an estimated amount as of September 2006. The actual schedule was based on the 2007 Service Implementation Plan, adopted in December 2006. The revenue vehicle hour and mile measures are provided for information purposes only; ST Express is billed on the basis of platform hours operated, which are within 2 percent of budgeted levels.

2-Platform hours: The total hours a transit vehicle operates, including layover and deadhead time.

3-Cost-per-boarding is calculated as the total actual operating costs (including Agency overhead allocations) before depreciation divided by the total number of riders during the period.

4-Quarterly and annual target number.

5-On-time performance standards are defined as:  
ST Express: ≥90 percent, no later than 10 minutes of scheduled departure time.  
Sounder: ≥95 percent, the average of all trains in a month arriving at a terminus within seven minutes of schedule.  
Tacoma Link: ≥ 98.5 percent, is late if it either departs a terminal station more than one minute late or arrives at a terminal station three or more minutes late and is unable to make its departure time.

6-Customer complaint standards are < 0.05 percent based on the performance standards set in the ST Express service agreements. The standard is calculated as a percent of total boardings for each mode.

7-Preventable accident: An accident in which the operating employee(s) failed to do everything reasonable to prevent the accident.

8-Preventable accident standard for ST Express increased from 0.80 percent to 1.00 percent per 100,000 miles during closure of the Downtown Seattle Tunnel.

9-Preventable accident standard for Tacoma Link changed in 2007 to better reflect industry practices.

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Fourth Quarter 2007

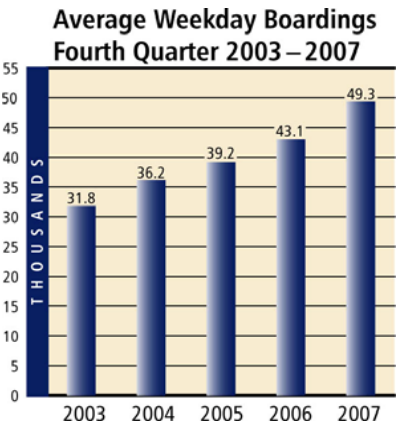
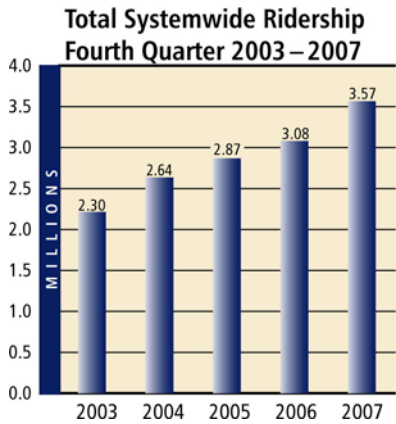


Service Delivery  
Quarterly Performance Report to the CEO

Q4 Systemwide Ridership

Boardings by Service Type	Fourth Quarter			Year-to-Date			2007 Annual SIP Projections <sup>1</sup>
	2006	2007	%Δ	2006	2007	%Δ	
ST Express Bus	2,400,985	2,725,759	14%	9,677,654	10,689,046	10%	10.1 mil.
Sounder Commuter Rail	457,935	603,961	32%	1,692,971	2,156,652	27%	1.8 mil.
Tacoma Link	220,544	235,351	7%	885,397	919,013	4%	0.9 mil.
<b>Total Boardings</b>	<b>3,079,464</b>	<b>3,565,071</b>	<b>16%</b>	<b>12,256,022</b>	<b>13,764,711</b>	<b>12%</b>	<b>12.8 mil.</b>
<b>Avg Weekday Bdgs</b>	<b>43,696</b>	<b>49,325</b>	<b>15%</b>	<b>42,703</b>	<b>47,927</b>	<b>12%</b>	<b>44,194</b>

1-Annual projections established in the 2007 Service Implementation Plan (SIP)



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The fourth quarter of 2007 capped a year of exceptional growth in Sound Transit ridership. Total 2007 boardings exceeded 2006 totals by 12 percent, and the trend accelerated towards the end of the year with fourth quarter boardings up 16 percent compared with the same period in 2006. Average weekday boardings were just under 50,000 during the quarter, compared with 43,696 during fourth quarter 2006. The ridership totals for 2007 significantly exceeded forecasts prepared for the annual Service Implementation Plan (SIP).

Several “big picture” trends provide the context for this ridership growth. Sound Transit serves the largest urban centers in the region, and the bus and rail network is designed to serve longer-distance regional trips. Long-haul travel demand has increased significantly in recent years as commuters have settled in areas with more affordable housing. Unpredictable fuel prices and construction-related highway delays have also helped to increase regional transit ridership, especially on Sounder commuter rail, which is unaffected by highway congestion. Finally, the completion of new transit capital projects during 2007 has made Sound Transit express bus service more convenient, dependable and efficient. For example, re-opening the Downtown Seattle Transit Tunnel in September reduced travel time and improved reliability on Sound Transit’s important Bellevue-Seattle bus route, helping to reverse a downward ridership trend on that service. Other capital projects that improved Sound Transit service during 2007 include the Canyon Park Freeway Station, the Totem Lake Freeway Station and HOV direct access ramps, and the Eastgate Freeway Station and HOV direct access ramps.

Specific mode and individual route trends are discussed on page 2.

Fourth Quarter Ridership Highlights

**ST Express** bus ridership increased by 14 percent for the quarter, and average weekday boardings were 37,334. All routes showed increases, except Route 540 Redmond-U-District and Route 582 Bonney Lake-Tacoma. The one percent decrease in Route 540 boardings is attributable to fewer days of UW classes during the quarter compared with last year, together with slightly lower U-District employment. In September, Pierce Transit’s new Route 496 began operating “connector” service between the Bonney Lake Park-and-Ride and Sumner Station, replacing the commuter rail connecting trips that had formerly been provided by ST Express Route 582. This resulted in a 15 percent decline in Route 582 boardings. Bus routes with high rates of growth included Routes 510/513 Everett-Seattle, Routes 564/565 Federal Way/South Hill-Overlake and 577 Federal Way-Seattle. In general, there is still room for additional bus ridership growth during the midday, evenings and weekends, but at least 10 routes have reached the point where standees are common during weekday peak periods, and no buses are available during these times to accommodate more riders.

**Sounder** commuter rail service levels increased significantly in the week just before the start of the fourth quarter, and this helped post a 32 percent increase in boardings compared with the fourth quarter of 2006. An additional round trip was added on the north line, and two new round trips were added on the south line, including a new “reverse direction” round trip operating southbound in the morning and northbound in the afternoon. Compared with 2006, there were fewer service cancellations on the north line due to weather conditions, helping to achieve a 21 percent increase in boardings on that service. South line boardings were up 32 percent for the quarter, fueled both by the additional trains and ridership growth on existing trips. Like ST Express, sounder South line trains are nearing seated capacity during rush hours.

**Tacoma Link** total boardings were up 4 percent for 2007, and this trend accelerated towards the end of the year with a 7 percent increase for the fourth quarter. These increases occurred even though service levels remained unchanged during the year and the Tacoma Dome Station parking garage remained fully utilized.

ST Express Boardings by Route				
	Route	Q4 2006	Q4 2007	%Δ
510/513	Everett-Seattle	149,285	181,269	21%
511	Lynnwood-Seattle	181,588	201,526	11%
530/532	Everett-Bellevue	46,980	53,925	15%
535	Lynnwood-Bellevue	62,717	77,856	24%
522	Woodinville-Seattle	216,949	240,265	11%
540	Redmond-U. District	107,729	106,499	-1%
545	Redmond-Seattle	307,884	338,200	10%
550	Bellevue-Seattle	341,308	374,927	10%
554	Issaquah-Seattle	137,887	162,252	18%
555/556	Issaquah-Northgate	47,872	55,752	16%
560	West Seattle-Sea-Tac-Bellevue	160,058	170,199	6%
564	Auburn-Overlake	65,706	81,771	24%
565	Federal Way-Overlake	83,099	100,908	21%
574	Lakewood-Sea-Tac	110,838	131,028	18%
577	Federal Way-Seattle	32,387	49,005	51%
582	Bonney Lake-Tacoma	17,548	14,930	-15%
585	Lakewood-Auburn	0	0	N/A
586	Tacoma-U. District	28,711	29,810	4%
590-592, 594-595	Lakewood-Seattle/ Tacoma-Seattle	302,439	355,637	18%
Total <sup>2</sup>		2,400,985	2,725,759	14%
Avg Weekday Bdgs <sup>2</sup>		33,293	37,334	12%
2007 SIP Projection <sup>1</sup>		Avg Weekday	34,394	

Sounder Commuter Rail Boardings by Corridor				
		Q4 2006	Q4 2007	%Δ
Everett-Seattle Corridor	Commuter	47,065	57,001	21%
	Special	<u>9,465</u>	<u>12,636</u>	34%
	Subtotal	56,530	69,637	23%
Tacoma-Seattle Corridor	Commuter	384,181	507,487	32%
	Special	<u>17,224</u>	<u>26,837</u>	56%
	Subtotal	401,405	534,324	33%
Total		457,935	603,961	32%
Avg Weekday Bdgs		6,845	8,820	29%
2007 SIP Projection <sup>1</sup> Avg Weekday		6,965		

Tacoma Link Light Rail Boardings			
	Q4 2006	Q4 2007	%Δ
Total	220,544	235,351	7%
Avg Weekday Bdgs	2,937	3,171	8%
2007 SIP Projection <sup>1</sup> Avg Weekday	2,835		

1-Annual projections established in the 2007 Service Implementation Plan (SIP)  
2-Does not include Downtown Seattle ride free boardings






Transportation Services Performance Snapshot



The table below provides a snapshot of key performance indicators and measures by mode of service. It compares this quarter’s performance with the same quarter the previous year and to the standards set in the 2007 budget. The budget standards are developed on an annual basis and may include seasonal fluctuations.

**Key Performance Indicators:** Sound Transit ridership continues to increase at very strong rates, and for the full year, all performance indicators are being met or exceeded. **Tacoma Link** had a strong second half of ridership which pushed its performance above the prior year in all measures. Both **ST Express** and **Sounder** continue to improve on all indicators compared to 2006. Additionally, all performance was better than budgeted forecasts.

**Key Performance Measures:** For all three modes, all Key Performance Measures for the full year 2007 are exceeding their standards. However, as was discussed in previous quarters, the measure for **Tacoma Link** preventable accidents per revenue mile was adjusted during early 2007. Previously, the standard was for no more than one preventable accident every 100,000 miles. To better reflect industry practice, the measure was changed to one accident for every 30,000 revenue miles. Tacoma Link had one accident during the first quarter, but there have been no accidents since.

All three modes bettered their cost per boarding target for the 2007 YTD. In fact, the **Sounder** and **ST Express** cost per boarding is actually lower than 2006. This is a result of record ridership combined with strong budget controls that limited costs to below budget levels. The cost per boarding for Tacoma Link was below budgeted levels, but still increased compared to 2006. In comparison to ST Express and Sounder, the capacity for ridership growth in Tacoma Link is limited.

	ST Express Bus 	Sounder Commuter Rail 	Tacoma Link Light Rail 	Key Performance Indicators YTD Actuals Q4 2006 vs Q4 2007  Up for YTD  Down for YTD 
Total boardings				
Boardings per revenue vehicle hour				
Boardings per trip				

Percentage of scheduled trips operated				Key Performance Measures <sup>1</sup> YTD 2006/ YTD 2007 Actuals vs 2007 Standards   Meeting goal  Goal not achieved  <div>YTD 2006 YTD 2007</div>
Cost-per-boarding				
On-time performance				
Customer complaints				
Preventable accidents per revenue mile				

1-2006 data is compared against 2007 standards.